

COMSCINST <b>4730.3E</b>	COG CODE <b>N7X</b>	DATE <b>19 APR 1988</b>
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**DEPARTMENT OF THE NAVY**  
COMMANDER MILITARY SEALIFT COMMAND  
WASHINGTON NAVY YARD BLDG 210  
901 M STREET SE  
WASHINGTON DC 20398-5540

COMSCINST 4730.3E  
M-4E1  
19 April 1988

COMSC INSTRUCTION 4730.3E

Subj: U.S. COAST GUARD INSPECTION AND CERTIFICATION OF MSC SHIPS

Encl: (1) List of MSC Ships Without USCG Certification

1. Purpose. This instruction delineates COMSC requirements concerning the certification of MSC ships by the U.S. Coast Guard.

2. Cancellation. COMSCINST 4730.3D.

3. Background. COMSC has consummated an agreement with the U.S. Coast Guard which provides basically that all MSC ships will be inspected by the Coast Guard in the same manner and frequency as commercial ships. Upon completion of this inspection and correction of any deficiencies, the U.S. Coast Guard Officer in Charge, Marine Inspection (OCMI), will issue a Certificate of Inspection to the ship. This agreement specifically exempts from inspection and certification landing craft type ships and ships that are military in character/construction, such as certain Fleet Support Ships and T-AGS. See enclosure (1).

4. Action

a. Except as noted in paragraph 6 below, all MSC ships shall be certificated by the U.S. Coast Guard. No MSC ship shall be permitted to sail without having aboard and posted a valid Certificate of Inspection or USCG authorized waiver/permit to proceed.

b. MSC administrative commanders shall ensure that the Coast Guard is notified in writing 30 to 60 days prior to expiration of a ship's Certificate of Inspection that reinspection is desired. This notice should be sent to the OCMI at the port where the reinspection will be performed. If the place of reinspection is not known at the time the above notice is required, the notice should be sent to the OCMI who issued the ship's last Certificate of Inspection. A similar notice shall be given for mid-term reinspections and drydock examinations, although it may be either written or verbal.

c. MSC administrative commanders shall ensure that, during the periodic inspection of ships under their administrative control, the Coast Guard inspectors are given every facility for completing their inspections expeditiously. If any requirement of the OCMI is deemed to be unreasonable, the administrative commander shall appeal the matter to the appropriate District

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Commander, U.S. Coast Guard, and, in the event of an adverse decision, to the Commandant, U.S. Coast Guard, submitting all pertinent facts with a copy to COMSC.

d. If an MSC administrative commander cannot obtain such certification for a ship scheduled to sail, he shall so inform COMSC by the most expeditious means, setting forth the reasons for the non-certification, urgency of the voyage, and other pertinent details. Upon receipt of this information, COMSC will determine whether or not the ship will sail as scheduled without possessing a valid Certificate of Inspection or if a USCG waiver/permit to proceed will be requested. Only COMSC will authorize application to the USCG for waivers/permits to proceed.

5. Standards. The U.S. Coast Guard regulations found in Titles 33, 46 and 49, Code of Federal Regulations, shall be met, insofar as they reasonably apply. The U.S. Coast Guard has modified its standards on certain material and equipment as well as that approved by the U.S. Coast Guard. For details regarding the foregoing, consult USCG Marine Safety Manual (COMDTINST M.16000.7, Chapter 12).

6. Exceptions

a. The ships exempted in paragraph 3 above and listed in enclosure (1) will not be required to have USCG Certification of Inspection. However, MSC subordinate commanders to whom the above listed ships are assigned, shall ensure that, subject to the limitation of their characteristics, these ships are in as good a material condition as those ships certified by the U.S. Coast Guard. In addition, ships listed in enclosure (1), except T-AFS's, are required to have triennial INSURV material inspections.

b. The responsible Area Commander shall cause a material condition inspection (Equivalent to USCG/ABS) of these exempted ships at an appropriate time and place at least once each 24 months. Annually or at a mid-period between the 24-month cycle an inspection similar to the USCG mid-period requirement shall be accomplished. The results of these inspections shall be duly recorded. A letter of satisfactory material condition and seaworthiness, with a copy of the inspection report, shall be provided to the ship with copies to Area Commands and COMSC. The guidelines for these inspections shall generally follow the appropriate Rules of the American Bureau of Shipping and the USCG Regulations commensurate with the ship class. Additionally, any special U.S. Navy requirements shall be considered.

c. Personnel assigned to accomplish these inspections shall be carefully selected to assure maximum experience and technical qualifications. Their reports shall be sent to the Area Commander and COMSC with copies to the codes responsible for material condition of the ships.

7. Damage Control Plans. All MSC ships shall have at least two general arrangement plans showing for each deck the various fire sections enclosed by fire-retardant bulkheads, together with particulars of the fire-detecting, manual alarm, and fire-extinguishing systems; fire doors, means of ingress to the different compartments, and the ventilating systems, including the positions of the dampers; and the identification of the fans serving each section. One of these shall be permanently exhibited for guidance of the ship's officers and the other shall be permanently stored in a

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prominently marked, watertight enclosure outside the deckhouse for the assistance of off-ship firefighting personnel.

8. Certification. A Certificate of Inspection issued by the U.S. Coast Guard shall be posted aboard each ship required to have such certificate. Two duplicates or copies of the certificate shall be provided, one for the files of the administrative commander and one for COMSC. Any USCG waiver shall be maintained onboard with the current Certificate of Inspection. A USCG permit to proceed will normally take the place of a Certificate of Inspection and shall also be maintained onboard.

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**LIST OF MSC SHIPS WITHOUT USCG CERTIFICATIONS**

<u>NAME</u>	<u>AREA COMMAND</u>	<u>TYPE</u>
USNS CHAUVENET (T-AGS 29)	COMSCPAC	SPECIAL MISSION
USNS HARKNESS (T-AGS 32)	COMSCLANT	SPECIAL MISSION
USNS HASSAYAMPA (T-AO 145)	COMSCPAC	FLEET SUPPORT SHIP (OILER)
USNS KAWISHIWI	COMSCPAC	FLEET SUPPORT SHIP (OILER)
USNS KILAUEA (T-AE 26)	COMSCPAC	FLEET SUPPORT SHIP (AMMUNITIONS)
USNS MISPILLION (T-AO 105)	COMSCPAC	FLEET SUPPORT SHIP (OILER)
USNS MISSISSINEWA (T-AO 144)	COMSCLANT	FLEET SUPPORT SHIP (OILER)
USNS NAVASOTA (T-AO 143)	COMSCPAC	FLEET SUPPORT SHIP (OILER)
USNS NEOSHO (T-AO 143)	COMSCLANT	FLEET SUPPORT SHIP (OILER)
USNS PASSUMPSIC (T-AO 107)	COMSCPAC	FLEET SUPPORT SHIP (OILER)
USNS PAWCATUCK (T-AO 108)	COMSCLANT	FLEET SUPPORT SHIP (OILER)
USNS POINT LOMA (T-AGDS 2)	COMSCPAC	SPECIAL MISSION
USNS PONCHATOULA (T-AO 148)	COMSCPAC	FLEET SUPPORT SHIP (OILER)
USNS RIGEL (T-AF 58)	COMSCLANT	FLEET SUPPORT SHIP (REFRIGERATION)
USNS SATURN (T-AFS 10)	COMSCLANT	FLEET SUPPORT SHIP (STORES)
USNS SIRIUS (T-AFS 8)	COMSCLANT	FLEET SUPPORT SHIP (STORES)
USNS SPICA (T-AFS 9)	COMSCPAC	FLEET SUPPORT SHIP (STORES)
USNS TRUCKEE (T-AO 147)	COMSCLANT	FLEET SUPPORT SHIP (OILER)
USNS WACCAMAW (T-AO 109)	COMSCLANT	FLEET SUPPORT SHIP (OILER)